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The Hongkong Telegraph

(ESTABLISHED 1881.)

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September 7, 1917, Temperature 6 a.m. 78 2 p.m. 85
Humidity 87 74

September 7, 1916, Temperature 6 a.m. 79 2 p.m. 80
Humidity 85 78

WEATHER FORECAST
FAIR.
September 29.70.

7744 日一廿月七

FRIDAY, SEPTEMBER 7, 1917.

伍拜禮 號七月九英港香

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REUTERS' TELEGRAMS.

THE RUSSIAN RETREAT.

German Fleet in Gulf of Riga.

London, September 6.
Reuter's correspondent at Petrograd, writing on September 6, says that a German Fleet has appeared in the Gulf of Riga. The Riga Front is broken to a width of thirty-six miles. The Germans were energetically on the offensive all yesterday, especially north of Ikakull, in order to cut the Riga-Venden railway.

Big Masses by Germans.

London, September 6.
A German wireless official message states:—The Russians continue their hasty retreat. We have taken 7,620 prisoners, much booty, 180 guns and 300 machine guns.

The Retreat Continues.

London, September 6.
A Russian wireless official message states:—Continuing the retirement to the north of the River Ar, we crossed the Melupe River in the region of the Pskov road. We retired to the south-west of Venden. Operating to the east of Riga, we reached the line Klängenberg, Moeritzberg, Kastran and Friedrichstadt.

THE ITALIAN FRONT.

What the Austrian Attack Means.

London, September 6.
The Austrian attack in the Carso region, which was quite unforeseen, is apparently a reactionary effort rather than a definite offensive. The operation is designed to lessen the pressure north of Gorizia and to loosen the Italian grip around Hermada.

Italians Capture Prisoners.

London, September 6.
An Italian official message states:—The struggle north-east of Gorizia continues. We took prisoner yesterday twenty-six officers and more than 500 men. We repulsed repeated counter-attacks south of the Bresovizza Valley, taking 200 prisoners. We destroyed enemy posts on the Trentino front.

OUR SHIPPING LOSSES.

Submarine Menace Being Overcome.

London, September 6.
The Times naval correspondent writes:—Yesterday's shipping returns complete the August statistics, and it is now possible to compare the five weeks of August with the figures for April and June. The total losses of all vessels, including fishing craft, for the five weeks of August were 106, giving a weekly average of 21.2 as against 30.8 for June and 44.6 for April. The August average is the lowest yet recorded. In bigger ships, the total losses for the five weeks of August were 86, giving an average of 17.2. In June, the losses of big ships were 101, with an average of 20.2, and in April the losses of big ships were 133, with an average of 26.6. In vessels under 1,000 tons, the total for the five weeks was 15, with an average of three, whereas in June it was 29, with an average of 5.8 and in April 52, with an average of 10.4. Fishing vessels show the same result, the recorded total number of losses being smaller and the average lower.

French Returns.

London, September 6.
During the week ending September 2, the French shipping arrivals were 828, and the sailings 743. The sinkings were three over and none under 1,600 tons. One steamer was unsuccessfully attacked.

ENEMY ADMIRAL RECALLED.

London, September 6.
Admiral Soukhov, the Commander-in-Chief of the German and Turkish Fleets in the Mediterranean, has been recalled.

THE AUSTRALIAN PROFITS TAX.

London, September 6.
Reuter's correspondent at Melbourne states that the House of Representatives has passed the Profit Tax, after a stormy debate, during which one Labour member was suspended and one died.

AERIAL WARFARE.

Some New Developments.

London, September 6.
During the past week, aerial warfare has made significant developments. The recent features have been heavier machines belonging to all armies with a corresponding increase in the numbers and size of the bombs carried. For example, the enemy bombed hospitals with missiles containing over 250 pounds of high explosive. A number of moonlight air duels occurred. Our own planes have recently been flying at night almost as numerous as during the day time. "Archie" have similarly developed, the enemy now using six-inchers and other new anti-aircraft devices, while air barrages are becoming common.

ENEMY RETREATING IN EAST AFRICA.

London, September 6.
A Belgian East African communique says that before the converging advance of the Anglo-Belgian columns the enemy retired to the south bank of the Kilimbero. An enemy detachment on the River Santo attacked on August 24, and was driven southwards. The Anglo-Belgian columns junctioned at Trakara, on the northern bank of the Kilimbero.

AUSTRALIAN OIL PRODUCTION.

London, September 6.
Reuter's Melbourne correspondent says the Federal Government is offering 25s. for every gallon of oil produced in Australia during the next four years.

NOT WANTED IN NEW ZEALAND.

London, September 6.
Reuter's correspondent at Wellington says that Mr. Jim Larkin will not be allowed to land in New Zealand.

REUTERS' TELEGRAMS.

ON THE WESTERN FRONT.

Particulars of Bombing Operation.

London, September 6.
Field Marshal Sir Douglas Haig gives the following details of Tuesday's bombing operations:—We dropped twenty-four bombs on billets at Hantay, east of Lens, and thirty on neighbouring billets. We also bombed Audenarde railway junction, the Audigny-au-Bac, ammunition dump, Cambrai station, and Omeries aerodrome. During the night of Tuesday we bombed an aerial training school at Valenciennes, an aerodrome near Tournai, and a number of railway centres.

Germans Agitate Bomb Hospitals.

London, September 6.
Field Marshal Sir Douglas Haig reports:—There were patrol encounters east of Fleurbaix and south-east of St. Julien. Enemy aircraft bombed three hospitals on Tuesday night.

Enemy Attack Prevented.

London, September 6.
A French communique says:—Our batteries in Champagne, dominating the enemy artillery, which is particularly violent in the sector between Baite du Meuil and Min de Mousiges, vigorously shelled the enemy front lines, preventing any attack. The enemy bombed Dunkirk, wounding civilians. French air squadrons bombed an aerodrome, a railway station and many bivouacs.

Anglo-French Attacks.

London, September 5.
A German wireless official message states:—There have been English attacks at Ypres, Ploeghelde and the Zonnebeks Road. A French attack north of Rheims failed. We brought down fourteen aeroplanes and one balloon. We raided Lueden, Soest and Margate on September 5. One of our machines is missing.

SPEECH BY MR. LLOYD GEORGE.

What the British Empire has Done.

London, September 6.
Mr. Lloyd George, in a speech at an Eisteddfod at Birkenhead, said Germany had not yet felt the final strain of the war. When she did, she would realize the binding value of real freedom. If Russia had enjoyed more freedom in pre-war times, she would have been more united in war-time, for unity of action was not appreciation of freedom but its highest expression. The affection of the Dominions to the Mother Country would continue to grow and become deeper and more insistent and more compelling as the years rolled by. This was the great day of Empire. The world had never seen so powerful an Empire confronting each other, rendering the firmament with the ferocity of their combat. What would have happened to liberty but for the British Empire? When the war was over, humanity would recognize how much human liberty owed to the fact that the British Empire was no sham but a reality. When the end of the war came, the British Empire would be greater than ever. Great Empires were necessary for protection, security and strength, but small nations were necessary for concentration and intensive effort. The British Empire was made up of four nations, but to-day they were one in purpose, action, hope, resolve and sacrifice, and, please God, they would soon be one in triumph.—(Cheers).

DEMOCRACY AND PROGRESS.

How the Kaiser Hoped to Stifle Both.

London, September 6.
Mr. Arthur Henderson, speaking at the Trade Union Congress, said now that Germany had made democracy and progress almost impossible in other countries, he did not accept the dictum that the form of government for Germany was a matter only for the German people after the war. Hence, he lamented that division among British Labour prevented them from telling the German Socialists that there would be no settlement of the war until the German Socialists completely smashed those responsible for the war. "I know without doubt," he said, "that the Kaiser endeavored to form a league of Kings so that they might fight solidly against progressive democracy in civilized countries. That showed how nearly disastrous the present form of German government has been to democracy everywhere."—(Cheers).

WONDERFUL GALLANTRY BY BRITISH OFFICER.

London, September 6.
Stirring stories of bravery are related in the Gazette in announcing that nine new Victoria Crosses have been awarded. Five of the recipients are dead. A most remarkable achievement was that of Second-Lieutenant Thomas O'Leary Fergusson, of the Northampton. A tactical situation having developed contrary to expectation, it was impossible for his company to adhere to the original plan of deployment, and, owing to the difficulty of the ground and enemy wire, he found himself with a sergeant and five men only. Nevertheless, he carried out the attack and the capture of an enemy trench and the disposal of the garrison. After that, he successfully resisted a heavy counter-attack. Then, assisted by an orderly only, he attacked and captured an enemy machine gun and turned it on to his assailant, killing many and driving many others into the hands of the adjoining British. Later, assisted only by one sergeant, he re-attacked and captured a second enemy machine gun. He was then joined by other portions of his company and was so able to consolidate his position. His conduct throughout was an amazing record of dash, gallantry and skill, of which no reward can be too great in view of the importance of the position won. This gallant officer was shortly afterwards killed by a sniper.

CANTON'S PROVISIONAL GOVERNMENT.

London, September 6.
Reuter's learns that a Provisional Government has been established at Canton, pending the restoration of the Constitution, under the leadership of Dr. Sun Yat-sen. The new Government has declared war against Germany and against Austria.

REUTERS' TELEGRAMS.

DETERMINED BRITISH SEAMEN.

German Crimes to be Punished.

London, September 6.
The Trade Union Congress at Blackpool unanimously passed a resolution emphatically protesting against the barbarous methods of enemy submarine commanders, which was calculated to destroy the high and noble traditions of the sea; also recording high appreciation of the brave and gallant seamen of the British Merchant Service. Mr. Havelock Wilson said that British seamen had decided at the end of the war, whatever the Government might do, to see that the Germans were punished for their foul deeds, and every crime they committed in the future would be included for punishment. Seamen had a peculiar way of doing things, but they got there.

FIGHTING SUBMARINISM.

U-Boats of the Cruiser Type.

London, September 6.
In conversation with a representative of Reuter's Agency, a high British naval authority, speaking on submarine warfare, said it must be remembered that Germany was staking everything on U-boat warfare and therefore signs of its intensification were not surprising. There are indications that larger submarines, approximating the cruiser type, are being turned out. However, Germany has no prospect of success within the time she is likely to have at her disposal, for with Germany there must be a time-limit. In combating submarine warfare, we were being greatly and increasingly helped by the United States and Japan. As regards offensive measures against submarines, naturally the precise figures could not be given, but the outlook was hopeful. We were going full speed in defensive steps, and in the near future there was every prospect of our being able to neutralise our shipping losses.

THE FRENCH CABINET CRISIS.

London, September 6.
A message from Paris states that the Cabinet crisis will probably reach its climax to-morrow. M. Ribot is expected to attempt the formation of a Cabinet of Public Safety in which he has offered portfolios to Socialists.

NEW SHIPBUILDING PROGRAMME.

London, September 6.
The Minister of Marine has established a programme of shipbuilding providing for the laying down of three times the building of tonnage of a normal year. It includes new yards and the use of the Colonial docks.

PRO-GERMAN SCHEMING IN AMERICA.

London, September 6.
According to Reuter's correspondent at New York, the Police have raided a pro-German organisation in Chicago and other cities from whence additional propaganda has been issued under Socialist guise. The Secretary of the International Workers of the World has been arrested.

TERRIFIC THUNDERSTORM IN LONDON.

London, September 6.
Two hours of terrific thunderstorm, accompanied by torrential rain, visited London last night. Several houses were struck and Trafalgar Square became like a lake. The water swept down the streets in this vicinity ankle deep.

THE SECRET RUSSO-GERMAN TREATY.

London, September 6.
Dr. E. J. Dillon, writing to the Daily Telegraph, confirms the opinion that the secret Treaty between the Kaiser and the Tsar was signed. He furthermore declares that he actually read the document.

ADMIRALTY CONTRACT SCANDAL.

London, September 6.
The Daily Mail states that two graving dock officials at Birmingham have been arrested. It is believed they are concerned with fraud in connection with Admiralty contracts. Large sums of money are involved.

VENICE BOMBED AGAIN.

London, September 6.
Reuter's correspondent at Rome states that Austrian aviators again raided Venice during the night. There were no casualties, and no damage was done.

EARLIER TELEGRAMS.

THE RUSSIAN RETREAT.

London, September 6.
No immediate danger to Petrograd.
Petrograd, Sept. 6.
The Chief of the General Staff, General Romanovsky, in an interview said he considered that no immediate danger threatened Petrograd owing to the approaching unfavourable weather and the enemy's inability to spare the necessary time and material.
The news of the evacuation of Drinsk, which was cabled earlier, was based on a misreport.

A GERMANO-SWISS AGREEMENT.

Berne, Sept. 6.
The Germano-Swiss agreement which has been ratified with Germany permits the export to Switzerland of 200,000 tons of coal, and 10,000 tons of iron and steel monthly, also chemical fertilisers, sugar, seed corn, straw, benzine and kerosene. Switzerland pays £800,000 monthly for coal and allows the export of 10,000 cattle.
(Continued on page 8.)

TELEGRAMS.

(Reuter's Service to The "Telegraph.")

THE SILVER MARKET.

London, September 6.
Silver stands at 48 1/2. The market is firm and the demands of buyers are unsatisfied.

INFECTED PLASTER.

A German Police Plot.
Kansas City, July 18.—A plot to spread terror through Kansas by the means of disease inoculation through court plaster has been broken up. Mr. Fred Robertson, United States district attorney of Kansas, at Kansas City, Kan., announced to-day, through the arrests of three men in different towns of that State. Tests conducted by Mr. W. S. Smith, government chemist, and three aids, were said to have revealed tetanus germs on plasters which the three were selling and giving away. Other germs not yet identified, were declared to have been found.

The names of the three were withheld by Mr. Robertson, as he said he feared the men might be lynched if their identities became known. It was understood they are to be brought here for questioning. Mr. Robertson said he was at a loss to find a motive for the plot. The fact that the names of the three persons under arrest were of Germanic origin and other features connected with it might indicate, he said, that it was of an enemy nature.

"It is apparent that these persons wanted to start some sort of trouble," he said, "but I don't know just what to attribute it to. It may be merely the work of cranks or it may have a broader scope."

Government officials would say little about the alleged plot. As far as learned the arrests were made before any person fell victim to the infected plasters. No attempts, as far as known, were made to dispose of the plasters to soldiers.

Kansas City, Kan., July 19.—Farmers and residents of the smaller towns of the Second, Fourth and Fifth congressional districts of Kansas are believed to possess large quantities of tetanus-infected court plaster, alleged to have been distributed by three men now in custody under federal jurisdiction. Mr. Fred Robertson to-day sent out warnings from his office here against the use of any of the material.

Investigation of the supposed plot continued to-day with every federal agency in Kansas at work to prevent spread of the disease. Large numbers of the plasters seized when the three peddlers were arrested, were being used in tests to determine more positively the degree of infection and also to uncover clues that might lead to further arrests.

Whether the plot was the work of enemies of the nation has not been disclosed by Mr. Robertson. Identity of the men has not been made public nor have the places of their detention been announced.

The court plaster which was sold or given away, was put up in the conventional flat packages. In some, chemists said, all the sheets were treated with the deadly germs, while in others only one or two sheets were affected.

The first possible fatality from such a plot was reported from Winfield, Kan., where a man died after treating an apparently harmless sore on his leg with court plaster and poisoning his entire system as a result. No definite connection with the men under arrest, however, has been established with this instance.

DON'T FORGET.

TO-DAY:
Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.
New Hongkong Theatre—9.15 p.m.

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No Medical Examination, Return of Premium in the Event of Death,
and Numerous Options at the Age of 25.
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CABLE LAID 1 1/2 to 1 3/4" CIRCUMFERENCE
4 STRAND 3/4 to 1" CIRCUMFERENCE

Oil Drilling Cables of any size up to 3,000 feet in length.
Prices, Samples and full particulars will be forwarded on application.
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ASTHMA

CAN BE CURED.

WHEN why be half suffocated, and sit up
all night coughing and gasping for
breath when a SINGLE dose of

NOBBS' ASTHMA CURE

will give you certain, prompt relief and
ensure a good night's rest? This, the
only genuine cure for Asthma, discovered
by Mr. NOBBS, a qualified Chemist, and
a sufferer for many years, will, if taken
when necessary, effect a radical cure of
this otherwise incurable malady.

Obtainable at Messrs. A. S. WATSON
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Price, \$2.50 per bottle.

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COMPANY, LIMITED.

PORTLAND CEMENT.

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In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.
General Managers.
Hongkong, 16th August, 1916.

MEE CHEUNG

PHOTOGRAPHER.

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Moderate Tariff and Excellent Cuisine, Hot and Cold Baths, Electric Light and Fan,
Ample Storage.
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Bathing, Boating, Fishing, Walking, Investigating Brackets. For Houses or
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Act. Hon. Secretary.
TEL. 669.

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The above Hotel was opened on August 1st, 1914, under new proprietorship and Management. The
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It has been entirely renovated throughout and newly furnished, and is now up-to-date in every respect.
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is especially adapted for overcoming the undue per-
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This powder will be found invaluable for correcting those
uncomfortable conditions of the feet which arise
from excessive perspiration, fatigue, burning, etc.
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No more annual "trading-out!"

THIS new Royal Master-Model 10 is built for long-
term service—it will stand the "grind." Here at
last is the typewriter that need not be "traded out"
and won't "die young!"
Look inside for the proof of the Royal's durability—1,000 working-
parts less than others! Mark the absence of complicated mechanism.
The machine with the rapid-fire action and adjustable personal
touch to fit YOURSELF!—just "turn the knob."
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Great Army of Expert Operators
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LACTOMALTINE.

An Ideal Food-forming Food containing all the valuable properties
of the FINEST EXTRACT OF MALT obtained from the
FINEST SCOTCH BARLEY, together with MILK and CREAM.



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LACTOMALTINE for purposes all preparations of Cod Liver Oil in
Palatability, Assimilability and Digestibility, and for its efficiency
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GENERAL NEWS.

Barley Sooner.
Lady Rhonda, speaking at the
Economy Exhibition said that
some people still thought they
ought to have white bread. She
believed that some doctors were
being pestered with requests to
give certificates for white bread.
"It is most unpatriotic," she
added. "If they don't like the
war bread they should get some
barley flour and make some bar-
ley sooner. It is not necessary
to have white bread; in fact,
before the war many people used
to tell us we were not right in
having white bread." Mrs.
Hudson Lyall said she did not
think it was generally known
that there would be a very serious
shortage of tea before long. "If
we go on as we are at present,"
she added, "we shall not have
any tea at all at Christmas. Let
us cut down a cup here and a cup
there and take our tea weaker."

The Ladies' Gallery in the House.
Although no definite announce-
ment has been officially made
that the grille in front of the
Ladies' Gallery in the House of
Commons is to be removed, fol-
lowing the recent agitation in
favour of that course, that a de-
finite and favourable decision has
been reached is indicated in the
fact that a supplementary estimate
providing for the cost of the work
has been duly prepared, sub-
mitted to, and approved by the
Treasury, and was published
recently as a Parliamentary White
Paper. This only set out the
original estimate and the revised
estimate of the amount to be
spent on maintenance and repairs
of Parliament buildings for the
year 1917-18, and then follows:—
"Maintenance and Repairs.—
For the removal of the grille in
the Ladies' Gallery in the House
of Commons, £5."

Balloons Descend in a London
Street.
For two or three minutes on a
recent afternoon that part of
Holborn, in which the entrance
to Gray's Inn is situated, was
completely filled to an extent
almost exactly corresponding to
the width of the thoroughfare
and the height of the
houses on either side, by a
balloon, which had descended and
had been brought to a standstill
there in the middle of the road-
way. The sight of a balloon about
to come down in the neighbour-
hood caused all sorts of con-
ditions of people, from cook shop
women to grave lawyers from
Lincoln's Inn to ran-brier-seller
into Holborn so as to be in at
the death. A general cheer was raised
when the car touched the ground
and the aeronauts got out. The
sun shone brightly on the strange
yellow obstruction which seemed
to fit the street with hardly a foot
to spare, so appropriate were the
dimensions of the balloon to its
environment. But the spectacle
was soon over; a few pulls brought
the already flagging balloon,
decreasing at each haul, lower
and lower, until little remained
to the sense of sight and not much
to that of smell.

German Gold and Diamonds.
All gold and diamonds in
private possession it was an-
nounced recently, were to be
confiscated by the authorities in
Westphalia. For months there
have been increasing indications
in the German papers of the
immediate necessity for gold.
Up to the present time the Gov-
ernment has considered urgent
appeals in the press sufficient,
but it is evident that fresh sup-
plies of gold are now imperative
in order to keep up the steadily
diminishing reserve. The situation
has become more serious owing
to large gold exports to Holland.
The *Westf. Zeitung* has an article
beseeching the people to deliver
up all their gold and diamonds to
the State, arguing that a large
gold reserve insures better credit
both at home and abroad. The
paper points out that it has been
estimated that gold to the value
3,000,000 to 400,000,000
marks is being hoarded by per-
sons hoping to profit by it later.
"Gold is needed," says the paper,
"for victorious ending of the
War." It proceeds to point out
glorious examples set by the
Empress and other royal persons,
arguing that it is a duty to sacrifice
even family heirlooms for the
Fatherland, and that by so doing
the dead are honoured.

GENERAL NEWS.

Gift of £10,000 to Merthyr.
At a meeting recently of the Merthyr Education Committee, the Mayor handed in a letter from Mr. H. Seymour Barry, who offered to equip a technical mining and engineering institute at a cost of £10,000, in commemoration of the part his late father, ex Alderman J. M. Barry, had taken in the public life of the town. On the motion of the Mayor the offer was accepted with thanks. The opinion was expressed that there would be no difficulty as to the endowment funds.

Germans and the London Air Raids.

A semi-official telegram from Berlin states that the German press, referring to British and French indignation at the air attack on the "fortress" of London, says:—"England wants to spare civilians she can remove them from the immediate neighbourhood of storing places for war requirements. Folkestone, Dover, Sæverness, and London are such storing places." The telegram continues:—"The German people, under the pressure of England's starvation war, have become a hard race with an iron fist. England has felt this and will experience it again tomorrow. England may lie, deceive, threaten. The hammer in our fist will fall mercilessly and shatter the places where England forges her weapons against us. So it shall certainly be."

Big Price for a Raeburn.

A superb presentation of a Highland chieftain realized 24,200 guineas on July 6, and when Raeburn painted this mighty portrait of "The Macnab" he succeeded once for all in making a canvas blaze with the unquenchable spirit of the Highlander in all its dour ferocity. The real "Monstrous of the Glen" confronted the company at Christie's, epitomizing at a glance the truth of Scott's lines:—"Come one, come all! this rock shall fly from its firm base as soon as I." Splendid in the uniform of the eighteenth century national service of the Breadalbane Fencibles, the twelfth (and last) lineal laird of Macnab was seen by Raeburn as he grimly knew himself to be, and as the proud and indomitable Highlander would always be. And well does the enemy know it to-day. There is still a kind of Homeric legend in Scotland about The Macnab, and it was in full song shortly after the death of the chieftain, who lies buried near the grave of Fingal. In the rare "Voyage d'un Français" a French visitor in 1816 bore witness to this Scottish "hero d'Homère" who left a posterity of "trente a quarante Macnabs." Sir Thomas Lawrence declared the Raeburn "Macnab" to be the finest portrait of a man within his ken.

Chinese Pirates in the Yellow Sea.

After a temporary cessation the Chinese pirates on the Yellow Sea coast are again showing activity and giving much trouble to the terror of crews of the junks navigating the neighbourhood. For some time past the Japanese police authorities have been patrolling the coast in efforts to bring the marauders to justice. On Saturday afternoon (18th ult.) when the Japanese police were escorting some Chinese criminals to Pit-soo, they met a junk of about 2,000 koka burthen which turned out to be manned by Chinese pirates. The police opened fire on the pirates, who responded, but were eventually beaten off. The police reported the occurrence on arrival at Pit-soo. On receipt of the report Inspector Matsuyama, with a couple of policemen, boarded a launch and went out in search of the pirates, whom he found not far from the spot where first seen. An exchange of shots took place between the police and pirates, who numbered about a dozen and fought most vigorously. One of the pirates was killed, but finally they made their escape. It is said that not far from the place where the encounter occurred there is a Chinese gunboat supposed to be guarding the coast, but as the crew are in the habit of disposing of her coal supplies to their own advantage, she is useless in case of emergency.

NOTICES.

VICTROLAS & VICTOR RECORDS

NOTICE

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GENERAL NEWS.

£20,000 for Merchantmen Sinking Submarines.

Sir Thomas Lewis, Bart., announces in the Times that he has received the sum of £20,000, and has been asked by the donor to administer the same in gifts of £1,000, to be divided between the captain, officers and crew of any merchant ship flying the British flag which after July 6 succeeds, in the opinion of the Admiralty, in capturing or destroying an enemy submarine. Applications for this reward are to be made through the owners to the chairman of Lloyd's Register of Shipping, 17, Fenchurch-street, London, E.C. 3.

A Fine of £2,000.

An Exchange Telegraph Company's telegram from New York says:—"Twenty-three additional articles, which will be placed on the embargo list on July 15 include coal, coke, fuel, oil, kerosene, gasoline, food-grains, flour, meal, meat, fat, pig-iron, scrap iron, scrap steel, ferromanganese, fertilizers, arms, ammunition and explosives. Export licences from the Department of Commerce are good for 60 days. The proclamation imposes a fine of \$2,000 on persons found guilty of evading its orders and the seizure of all cargoes shipped in American bottoms in contravention thereof."

GERMAN MONUMENT IN PEKING.

Its Days Are Numbered.

Peking will soon see the last of the Kettler Monument, says the Peking Daily News. The Prime Minister, General Tang Chi-jui, is seriously considering whether or not this testimony to Prussian vengeance should be left standing. Several telegrams have been received requesting the removal of this unpleasant reminder of China's humiliation. Opinion is sharply divided regarding the question of the tearing down of the Monument. Some prominent Chinese hold the view that the Monument should be allowed to remain as a lasting disgrace to Prussian civilization. Some are of the opinion that it should be removed because it humiliates the Chinese of their humiliation whenever they look at it. So much the better, reply their opponents, for it tends to stimulate the patriotism of the people.

The question, however, entirely rests with the Cabinet, and if the Cabinet says that the monument should be removed, removed it must be. It will shortly be discussed at a Cabinet meeting, and all the telegrams and letters recommending the destruction of the monument or urging its preservation as a piece of curio will then be considered.

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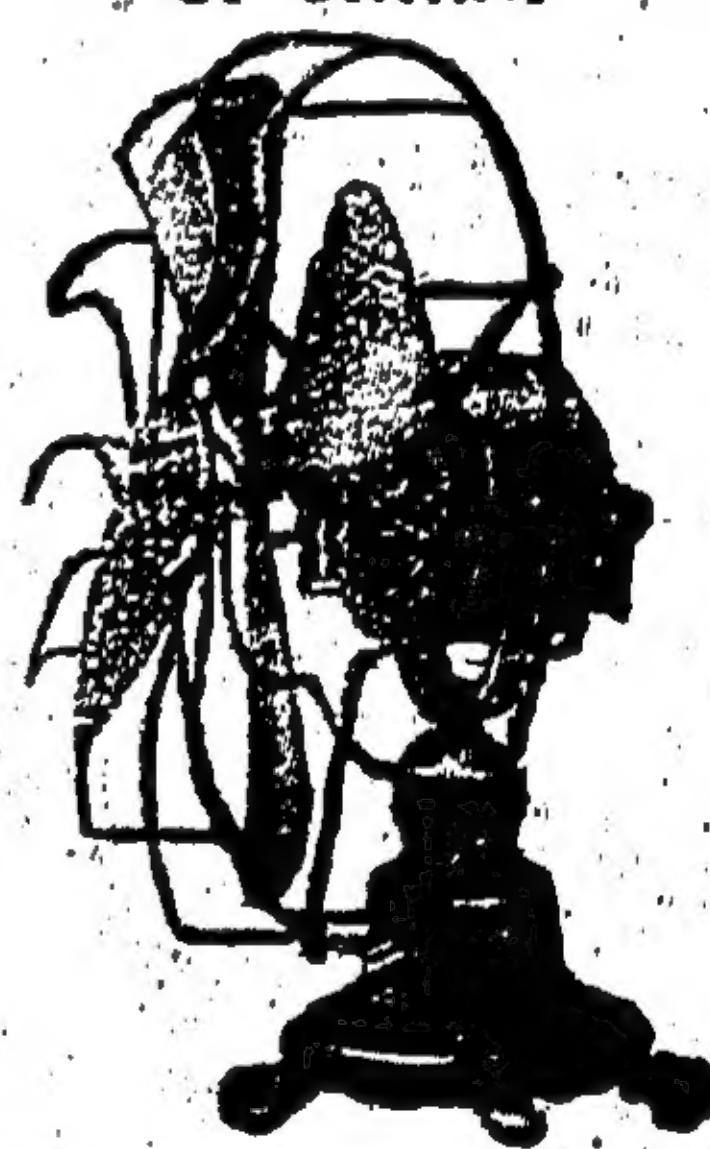
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The Hongkong Telegraph.

HONGKONG, FRIDAY, SEPTEMBER 7, 1917.

STANDARDISED VESSELS.

Not a moment too soon was it recognised by the Imperial Government that, if submarine warfare was successfully to be combated, some method of standardisation in shipping construction would have to be put into operation without delay. The only regret felt is that such measures were not adopted in the earlier stages of the war. Had the matter been dealt with then, the situation would not have presented nearly such a serious aspect as it does to-day. But it is gratifying to everyone to see that the Government, realising the mistake it had made, some few months ago grappled with the problem in a business-like manner and appointed Sir Joseph Macleay as Shipping Controller to look thoroughly into the matter. One of the first things which he and his able body of assistants—prominent men in the shipping world—recognised was that our shipping losses, which far exceeded our output, could best be offset in hastening construction by adopting a standardisation scheme. Though they had some opposition to overcome, and the prejudice of many shipbuilders to ride down, they were able at length to show that this was the only satisfactory solution to a state of affairs which was fast reaching a critical stage. As a result of their unceasing labours, the Government has recently announced that the first standardised ship has been completed.

To those pessimists who, before the scheme had scarcely been broached, prophesied its failure, no better answer could have been given than that which shows that the final tests and trials of the first standardised vessel were carried out in rough weather and that this new type of steamer is an unqualified success. This result, coupled with the fact that the vessel was completed in five months, should be sufficient to demonstrate that, far from the project being doomed to failure, it has fully justified the most sanguine hopes that were expected of it. The scheme is an effective reply to Germany's submarine menace, for it results in a saving of time in construction, while it also lessens the cost of production and economises labour. What more than this can be desired? The standardised hull, machinery and engines were all built in the short space of time mentioned, and that fact gives an idea of the great amount of organisation required to carry out the work. That the scheme has been put on a proper basis there is no shadow of doubt; and the splendid programme which has been drawn up gives promise of accomplishing things on a yet larger scale to compensate for heavy losses which have been sustained by our merchant shipping. The scheme now in operation provides for the construction of four classes of vessels, ranging from 3,000 to 8,000 tons dead-weight carrying capacity. The question of the speed of the vessels is receiving special attention, which further goes to show that enterprise is not lacking. It is extremely satisfactory also to learn that all the principal shipbuilding establishments are busily engaged in the construction of standardised vessels, and if the same organisation prevails which has characterised the methods of the Shipping Control Board, it should not be long before the wastage in merchant tonnage is more than offset.

Taken as a whole, there is every cause for satisfaction. Other standardised vessels are on the stocks nearing completion, and there is every reason to believe that these too will meet with general approval. Notwithstanding that the project has been backed by the unprecedented losses in tonnage, and the fact that the new vessels will add greatly to the better carrying on of the war, it must not be overlooked that if there is any slackening of effort now the situation will be every bit as acute after the war as it is at present. If sufficient bottoms are not forthcoming when conditions are again normal, trade facilities will be hampered to an alarming extent and the consequences will be that not only will commodities be enormously increased in price but manufacturers will be badly hit, which in turn means that the workpeople will suffer. The policy which the Government has adopted in respect to the construction of standardised vessels, is a step in the right direction and one that tends to relieve, if not altogether to solve, an anxious situation which has threatened the commercial resources of the Empire.

British Shipping Returns.

The figures published by the Naval correspondent of the Times relative to British shipping returns are not only of much informative value but they are extremely illuminating, putting, as they do, and much more effectively than the usual weekly Admiralty statement—the situation in a clear and helpful manner. The comparison made is of the returns for August with those of April and June. From the statement it will be seen that the August average is the lowest yet recorded. This needs no comparison to prove that, to all appearance, we are moving in the right direction and that we seem at last to be able to ward off the submarine menace more successfully and to deal it heavier blows than previously. The total losses of all vessels, including fishing craft, for the five weeks of August were 106, which gives a weekly average of 21.2 as against 30.6 for June and 44.6 for April. In bigger ships, the total losses for the five weeks of last month were 36, giving an average of 7.2. A glance at the telegram containing this statement and the figures which form the basis of comparison seems to augur well for the future, and though we have no direct information from which to draw such a conclusion, they also appear to point to the Admiralty being in a better position than hitherto to prove, even to the enemy, that England is a long way from being "starved into submission" by the barbarous methods which Germany in her gradually weakening condition has been ruthlessly enforcing.

The Canton Fiasco.

The idea that people in England have a rather weird conception of the precise significance of events in China is strengthened by a telegram to day stating that a Provisional Government has been established at Canton under the leadership of Dr. Sun Yat-sen and that this new Government has declared war against Germany and Austria. These are the recent movements in South China given a prominence altogether out of keeping with the facts. It is true that an alleged Military Government is supposed to have been brought into being in Canton, that several meetings of the mock Parliament have been held, and that Dr. Sun (who still seems to be more or less idolised in England) is at the head of affairs. But this is the first time we have heard of this so-called Government having separately declared war against Germany and her ally. In reality, the movement is of no real significance. It is bolstered up by a handful of opportunists who represent no serious element in Chinese politics, and we should say that it is foredoomed to failure.

The Collapse Coming.

The assertion is made in the telegram referred to that this Government has been brought into being "pending the restoration of the Constitution." That is an old story, but it is not nearly so near the facts as it might be. The whole business has its origin in the circumstance that, profiting by the recent unrest in Chinese politics, a group of self-seekers has dumped itself down in Canton, having an eye to the main chance and seeking to further its ends by reviving the separatist idea. But things are not going at all well for Dr. Sun and his sheep-like followers. Already there have been mysterious disappearances of the Civil Governor and General Li Lieh-kwan—and as time goes on Dr. Sun appears to become more and more isolated. The attitude of the Military Government is none too transparent, though latest developments lend colour to the view that he is more prepared to pin his faith to the Central Government than to the motley group of disgruntled politicians now assembled in Canton. The whole thing, indeed, has all the characteristics of a farcical comedy, and any day we may expect to see the movement dramatically collapse.

DAY BY DAY.

GIVE US, OH, GIVE US THE MAN WHO SINGS AT HIS WORK.—Thomas Carlyle.

To-morrow's Anniversary. To-morrow is the third anniversary of the Battle of the Marne.

The Dollar. The opening rate of the dollar on demand to-day was 3.21/8d. The closing rate will be found on Page 1.

Alice Memorial Hospital. The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donation to the Funds of the Hospitals:—Lam Man Leung, \$5.

The Fireman and the Opium. A fireman employed on a boat running between Saigon and Hongkong, was "reel'd" by a lagoon as he was landing in a sampan, when he was found to possess a mass of opium. The man was charged before Mr. J. R. Wood, at the Police Court this morning, and was fined \$15, or 21 days' hard labour.

No Light. A youth who hired a bicycle for a spin last night did not have the best of luck. He had ridden to West Point and, on coming to the central district, his lamp went out. Taking the risk of being caught, he cycled on, but was seen by an Indian constable and hauled off to the Police Station. By Mr. J. R. Wood, at the Magistrate's Court this morning, he was ordered to pay \$1.

When a Chinese was charged before Mr. Dyer Ball, this morning, with possessing 600 lottery tickets, he made the unusual defence that he had bought them, together with some Chinese newspapers, to decorate the walls of his house with. When he was asked why he was carrying them under his waist belt, he replied that was the most convenient way. His Worship refused to believe the defendant and fined him \$250, or three months' hard labour.

Stolen Bed Boards. A Chinese, living in Reclamation Street, Yuenai, found sleeping last night indoors too hot, so he put his bed boards outside on the pavement. Preparatory to lying down, he re-entered his shop for a moment, and, whilst he was gone, a Chinese constable saw a man creep along, pick up the boards and walk away. He was charged with the theft, before Mr. J. R. Wood this morning, and, making no excuse, was sentenced to 14 days' hard labour.

After 25 Years. An old employee of the Sugar Refinery, who has over 25 years' service with the firm to his credit, was charged before Mr. J. R. Wood, at the Police Court this morning, with stealing a quantity of lead, valued at \$9. The man was searched as he was leaving the works. His defence was that he uses an oil lamp at home and wanted the lead to weigh it down, for he did not want his children to knock it over. It was stated that there was quite a lot of lead being stolen from the works just now. In view of the man's previous good record, a fine of \$10 only was imposed.

The Fawley Company. That the Hongkong public was determined not to let the Fawley Company leave the Colony without a good send-off was clearly evidenced at the Theatre Royal last night, when a large audience mustered to see the farewell performance of the Company which has captivated the Hongkong playing public by its fine acting and the splendid new plays it brought to the Colony. It is a matter of extreme regret that the Company cannot find it possible to extend its visit, but the general hope will be expressed that ere long Hongkong will see the Company again, when it can rest assured of receiving a warm welcome. Last night "Paid in Full" and a vaudeville entertainment were given, both of which were of a high standard of excellence. Miss Eva Lang, Mr. T. D. Fawley, Mr. John Halliday and Mr. Homer Barton took the leading parts of the play in their inimitable style, while songs were rendered in a capital manner by Miss O. Haeger and Mr. G. A. Moore.

WAR SHOCK CURES.

Some Modern Miracles.

There has just been issued a book entitled "War Shock: Psychology and Treatment." It is of deep interest and value alike to the medical profession and to the public whose sons and brothers and husbands are suffering from war shock, in the record of the experiences gained by the writer, Dr. Eder in treating the victims of shell shock from the Gallipoli campaign in Malta, where he had charge of the department for the treatment of nerve cases.

Although intended for the medical profession, the book is written with so much simplicity and clearness, and with so entire an absence of the medical and scientific formulas that make most medical books unintelligible to the lay person, that it is perfectly comprehensible to anyone with intelligence, and it must come as a gospel of hope and encouragement to the many persons having those near and dear to them suffering from dumbness, paralysis, and tremblings, of whom not a few have been already labelled as incurable.

They will learn after carefully studying these pages that the majority of men suffering in this way can be cured by a treatment which, at one time regarded, and still so regarded in certain quarters, as unconventional and unorthodox, is capable, under legitimate conditions and in the hands of properly qualified men of character, of achieving this cure quickly and painlessly, and thus relieving suffering of the most painful and distressing kind for which the ordinary medical treatment entirely fails.

The lay person, then, to whom "treatment by suggestion" has become associated with doubtful practices, will feel unreserved confidence in what he reads when he learns that Mr. Eder, a properly qualified doctor, who has given years to the study of this subject, carried out his treatment in the presence of his medical colleagues, with the approval and interest of his commanding officer, Lieutenant Colonel Scarsden, and his confederer, Colonel Pades Stewart and Surgeon-General Whitehead, to whose enlightenment and broadmindedness the public are greatly indebted.

It is strenuously insisted that the sufferer from war shock must not be regarded as a feeble person or a degenerate, and is, of course, not a "strim-banker." On the contrary, the disease is likely to attack the bravest and most conscientious.

Thus one of the patients was recommended for the V. O. in the very fight that brought him with a paralysed hand to the doctor. He was a young Irishman who was in a trench with a few men which was attacked by 200 Turks. He leapt out of the trench and engaged in a hand-to-hand fight, during which he received fifteen bayonet wounds, fortunately none of them dangerous. Fourteen of the wounds were on the right side of the body, the most exposed part, because he was a left-handed man. After the wounds were all healed he was found by Colonel Pades Stewart, the distinguished nerve specialist, to be suffering from paralysis of the right hand; he had no feeling on the right half of the body and could not feel when a pin was pricked into him. These symptoms were proved to have no connection with the wounds "and to have no physical cause at all."

He was placed under Dr. Eder, who gave the following explanation of the condition:—

The hand was paralysed in the exact position in which it was held during the glorious bayonet fight. There was an inner self, "the unconscious mind," which wanted to continue the good fight and symbolised this desire in the best hand. The absence of sensation on the exposed side of the body is made equally intelligible. He was a highly sensitive young Irishman. Had he felt pain on the battlefield, he would either have given up the fight or let go his rifle and be killed. The motive was the same as Nelson's conscious motive in putting up his telescope to his blind eye at the battle of the Sound.

Nelson wanted to go on fighting. So did this soldier; he was not to be put off by feeling pain from ever so many wounds; he would not allow himself to feel pain. The patient was hypnotised, and on suggesting to him that the fight was over and he could let go the rifle, his hand immediately relaxed. The normal feeling in the skin was restored at the same time.

Another striking case was that of an Australian who had been blind for six weeks in the right eye. He had been seen by Colonel Stewart and the eye specialist, who agreed there was nothing the matter with the eye itself. This patient was snipping when an enemy bullet knocked a piece off the stock of his rifle, but he continued at his post. A little later he could not see the rifle "sight," and in a few hours later his right eye was quite blind. He was a lad of great courage with the soldier's instinct strongly developed; he did not give up his post despite the danger; but when his eye went blind he was able without loss of self-respect to retire. By "suggestion" sight was regained in a few minutes.

A similar striking result is given of a soldier dumb and paralysed on one side of the body. Treatment restored speech, and the next day he was walking about.

The rule was for these patients to be seen first by the physician, who decided that there was no physical cause for the illness. Dr. Eder then made a close psychological investigation. It was explained to the patient that he was suffering from a mental trouble; he was encouraged to talk freely about himself and his illness. This enabled the doctor to get the clue he was seeking for and ultimately, to make the appropriate suggestion, usually under hypnosis, which had often to be repeated till the desired result was obtained and the patient had re-assumed control.

If the case is neglected, more prolonged treatment is often necessary.

One more case to raise the spirits of those similarly affected. A clerk suffering from shell-shock remained in hospital and camp for nearly ten months without any improvement. He was then discharged from the Army with a gratuity of £20. The poor fellow now, believing himself incurable and that he would never get work, became more and more dependent, and finally got so bad that he could not read or write a few lines or add a couple of figures. He was being supported by relatives. "A few weeks' treatment restored him to the normal and put him in a position to earn a livelihood."

Dr. Eder claims that the larger number of these cases can be cured in an extraordinarily short time. He says that the treatment should be carried out as soon as possible before a vicious habit is set up, and that "no nerve case should be discharged from the Army till cured." Those who have seen the pitiable discharged wrecks, deaf, dumb, blind, and palsied, and even more those who have to stand by helplessly and see the agony and despair that overtake their menfolk finding themselves every day becoming worse, will see in this treatment a promise of new and most blessed hope.

The writer makes it clear that modern mental science is not helpless in the presence of this often terrible suffering. And one cannot close the book without feeling that such treatment ought to be available to the numerous men now going from doctor to doctor without result, and finally sinking into all the miseries of a breakdown of nerve and functions that by a stroke of unusual luck is sometimes thrown off or healed by time, that is more likely to land the unhappy victim in a condition of hopeless melancholia.

Allied Forces to Leave Old Greece.

I understand (wired the Times correspondent at Athens on July 4) that the Allied troops are expected to retire from Old Greece. This applies to the British and French in Attica and Corinth and the Italians in the Tarnina (Epirus) district. In the latter case the Greek troops' authorities will be reinstated.

TO-DAY'S MISCELLANY.

The Announcement that the beautiful stained glass windows of York Minster are to be removed in order to ensure their safety during aeroplane raids, reminds us that, so far, the Germans have been singularly unsuccessful in injuring any of the great public buildings at home. Quite early in the war many of the most precious possessions of the British Museum were placed for safety's sake in the cellars, but though the building has at least on two occasions been under fire, so far no damage whatever has been done to it. On the first of these occasions there is no doubt whatever that the officer in command of the Zeppelin thought he had got home on the Museum, and at least four bombs were dropped to insure its destruction. All of these dropped into Queen's Square, Bloomsbury, which is about 300 yards away. St. Paul's again has had more than one narrow escape. On the occasion of the first aeroplane raid over London the enemy dropped two bombs in Paternoster Square. It is curious to think that had their aim been truer by a few inches, they would have secured tragic results. Thirty yards north of the Square is the General Post Office and thirty yards south stands St. Paul's. The Germans contrived to drop their high explosives almost exactly between the two objectives. Strange it is not that in all the novels, in which the Zeppelin or at all events the airship was predicted, not one of their authors ever foresaw the difficulty that would attach to taking accurate aim from a great height.

The Germans are still relying on their *Stoestruppen*, or "shock troops," but with what inadequate results the battles in Flanders show. We expressed the opinion some weeks ago that the introduction of these shock troops was evidence not of any formidable reorganisation of the German army or its methods, but rather of declining moral. On this point, Mr. Edmund Dene has some interesting observations in *Land and Water*. He remarks:—"It may be thought that the appearance of *Stoestruppen* indicates German reconcentration in organisation. It is a sign of disintegration, because it is a sign of falling moral. The non-success of such a device is felt over the enemy force as a whole. Setting up a distinction between the mass of the army and a minority of heroes, is not only by implication reveals the limited confidence felt in the mass, but it inevitably causes the mass to conclude that where the heroic minority cannot succeed it would be unreasonable to expect them to succeed. It is just the sort of idea to commend itself to a shallow intellect enamoured of catch-words." *Stoestruppen* are really just a refined form of German terrorism, meant to instil courage into the following masses and fear into the enemy but they fail of their objects.

Mr. Dene further observes that "so far from having died out during the war, the German practice of putting a face on the force has become still more accentuated. It is one of the devices for restoring morale shaken by reverses. First there were particular regiments picked out for mention; then there were the stormtroops as a grade by themselves; now we have the *Stoestruppen*. With every successive draft upon it of this kind the fighting value of the bulk is lowered. And the very necessity of creating such a class is at once a revelation of the real opinion which the German Command entertains concerning the mass, and a confession of the Allied superiority. Further, every successive defeat of these *Stoestruppen* means for the German army a downward step which cannot be retrieved." Certain it is that more the introduction of *Stoestruppen* the German army has failed as signally as before, to achieve success. The correct inference will go doubt be drawn by the mass of the German army.

SOLICITOR v. SKIPPER.

Interesting Police Court Case.

The story of how a local solicitor and the skipper of a steamer came to high words in the Police Court this morning, before Mr. J. R. Wood, when Mr. R. O. Faithfull summoned Captain John Robert Hudson, skipper of the s.s. Hoi Ming, for using abusive language to him likely to cause a breach of the peace.

Mr. Faithfull conducted his own case and the defendant was represented by Mr. G. R. Haywood.

Mr. Haywood, on behalf of his client, pleaded not guilty, adding that what was said was said by reason of the conduct of the plaintiff.

Mr. Faithfull went into the witness box, and stated that on August 21, at noon, he was in his office, when the defendant came into his room. He was very excited and said he had got a summons. When asked who he was, he said he was Captain Hudson.

Witnesses knew what the summons was about. Defendant said he was served with it the previous night. He added that he could not attend the Court on the following Friday, as his ship was leaving the same day. He said "You can't take me off my ship," and witness replied that he had no wish to. He suggested that witness should read up the Merchant Shipping Act. Witness advised the defendant to instruct a solicitor to appear for him, but this he said he would not do. Witness' client was in Shanghai, and defendant asked if any receipts had been received from there, but no receipts had been received. The debt had been admitted and a promise had been given to pay by instalments. Defendant then seemed to get into a great passion and said he would not pay unless his receipts for the goods were produced. Defendant then used the language complained of, repeating the expressions. Witness told defendant to leave the office, but defendant put his face close to his and said "you put me out." Witness called in his cashier clerk, who spoke English, and he heard the defendant use the expressions. He went out shouting.

Mr. Haywood:—When Captain Hudson said that his ship was leaving and he could not attend a Court did you say that you did not care a—?

Mr. Faithfull:—I said no such thing.

Did you say "I have no time to trouble about drunken sailors"?—No, I said nothing of the kind. The man was as sober as he is now, but he was very excited.

Didn't you say that he was taking up your time and that he could get the—out of your office? I never used such a phrase in my life, and I would not think of using such a thing. I told him to go to a lawyer.

Did you say "I will not argue with you or any other drunken sailor"?—I did not use that expression at all. As soon as he used bad language I ordered him out of my office.

Didn't you threaten to have him put in his ship?—Nothing of the kind. I never referred to his ship.

Did you say "I am a bad enemy of any man"?—No, that is pure invention. I didn't say a word about it.

With regard to this Summary action, you know that it is being defended?—I know that you are representing him, but I don't know if the action is defended.

His Worship:—What is the amount the action is for?—It is \$103 now.

Mr. Haywood:—The present action is disputed and he is being represented?—Yes.

Well, then he is being defended. I am surprised at you trying to quibble. You know that he alleges that the debt is not his, but that it is somebody else's?—No.

His Worship:—We need not go into the merits of that case, I think.

Mr. Haywood:—No, but I think a man would naturally get excited in being pressed for a debt that was not incurred by him. It was incurred by a steward who was on the same ship.

Mr. Haywood, (to Mr. Faithfull):—As a matter of fact, don't you speak to people about their debts in a very aggressive way?—Not at all. All through my life I have been the other way. I speak to them the easiest way I can, and not in the least aggressive.

Didn't you say to him that if he had not been such a low down fellow he would have been at the front?—No, I said nothing about a low down fellow or the front.

Didn't he tell you that he had twice offered himself to the naval people and once to Major Morgan, and had been refused?—No, I heard nothing about that.

Do you know that he is a French-Canadian?—No, I only know that his name is Captain Hudson.

Do you know of any complaint against Captain Hudson?—Yes, I do.

His Worship remarked that they did not want to go into anything else.

A Clerk, in the employ of Mr. Faithfull, also gave evidence, saying he went into Mr. Faithfull's room when Captain Hudson was there. He (witness) repeated what he heard Captain Hudson say. He had previously heard very loud talking.

Captain Hudson, said he was master of the s.s. Hoi Ming, having been at sea for 14 years. The debt was for some drink supplied on board his ship to the order of the steward, but no drink could come aboard without being signed for by the Master. He went to Mr. Faithfull's office the next day after he had got the summons.

His Worship:—Have you got the summons?—No, I had been foolish enough to tear it up as soon as I received it.

Mr. Haywood:—Yes, and I had to pay \$1 for a fresh copy.

His Worship:—It did not make things better by tearing it up.

Witness, continuing, said that when he saw Mr. Faithfull he told him that his ship was leaving and that he would not be back until after the case had come on. Mr. Faithfull asked "Who in the— are you?" and he replied that he was Captain Hudson. Mr. Faithfull then said that he did not care a— for any sailor. He told Mr. Faithfull that nobody but a swine would talk in the way he had. Mr. Faithfull said that he had no time to talk to a drunken sailor. He shook his fist at Mr. Faithfull's face and said that if he were ten years younger he would punch the life out of him. Mr. Faithfull said that he would get him out of his ship the same night, and witness replied that Commander Beckwith would have something to say about that, and that he had better read the Merchant Seamen's Act. Mr. Faithfull said that he could be a bad enemy to people if he chose. Witness then said "You are nothing less than a— swine, and I don't care for you or any other—in Hongkong." Mr. Faithfull said that he had witnesses listening outside, and witness replied that it was a very shabby thing to do. Mr. Faithfull also said that instead of laughing about he (witness) should be at the front. Mr. Faithfull caught hold of his arm and told him to get out. He went to see Mr. Haywood soon after.

Mr. Faithfull questioned the witness for some time as to what actually occurred, afterwards addressing the Court. He denied that he used the language stated by the defendant. As regards using the word "bell," he was happy to say he never used the word, except perhaps when conversing on theological matters. The whole thing was perfectly outrageous. He had only seen the man twice before in his life. It was not a pleasant duty for a solicitor to speak to people about debts, but that was the first occasion on which he had been treated like that, and he had been on the rolls for 45 years.

Mr. Haywood, addressing his Worship, referred to the conduct of the defendant in admitting what he had. He characterized the thing as a "storm in a teacup." No doubt terms of abuse were used. Mr. Faithfull was going to take an action for libel at all but later he realized that it was merely vulgar abuse. Captain Hudson had been for 14 years at sea and had no complaint against him. He bore an extraordinary good character, and had a fine tribute paid him in connection with an Arctic expedition he had under-

THE NEXT GYMKHANA.

Entries for the Fourth Meeting.

The fourth Meeting in connection with the Gymkhana Club takes place on the 15th inst. the entries are:—

Five Furlong Race.—Tittlemouse, Social Schemer, Yid, Anticipation, Billikin, Bing Boy, First Violin (Ariel), Buchanan, Gymkhana Stakes.—Windsor Dahlia, Australian Chief, Pingwu Chief, King Dick, Town Mouse, Yid, Anticipation, Ploughed Field.

Class Handicap.—Choice Dahlia, Tittlemouse, Pingwu Chief, King Dick, Town Mouse, Yid, Bush Bush, Anticipation, Billikin, First Violin, Ben Bolt, Whipper In, Ploughed Field, Rex.

Distance Handicap.—Tom Cobbleigh, Soayabera, Bing Boy, Social Schemer, Tempe, Chieftain, Ben Bolt, Whipper In, Green Elevator.

One and a Quarter Mile Handicap.—Windsor Dahlia, Choice Dahlia, Tittlemouse, Australian Chief, Pingwu Chief, King Dick, Town Mouse, Yid, Anticipation, First Violin, Ben Bolt, Whipper In, Ploughed Field, Rex.

LAWN TENNIS.

To-Morrow's Presentation of Shields.

The Lawn Tennis League season will be brought to a close to-morrow when there will be an "At Home" at the Chinese Recreation Club grounds. A most attractive programme has been arranged, and the band of the 18th Infantry will, by kind permission of Major Morgan and officers, render selections of music. During the afternoon, the shields will be presented to the winning teams—C. R. C. in Division "A" and Club de Recreio in Division "B," while there will be a puppet show for children. The main events of the afternoon, however, will be the matches Winners v. The Rest. These commence at 4.30 p.m. sharp and the teams will be as follows:—

"A" Division.

Chinese Recreation Club:—Ng See Kwong and Wong Po Keung; Wong Po Kiu and Lo Mao Pan; Mok Hing Kue and Yew Mau Tann.

The Rest:—Green and Abraham; Kent and Redmond; Cary and Milner Jones.

"B" Division.

Club de Recreio:—A. Lopez and J. Lopez; V. Yvanovich and M. Pinna; P. Yvanovich and E. J. Marquez.

The Rest:—Wood and Macaskill; Buss and Witchell; Mohler and Wilson.

Fell off the Verandah.

A Chinese, aged 42, was admitted yesterday to the Tung Wah Hospital, suffering from injuries received through accidentally falling off the second floor verandah at 83, Third Street.

taker. As regards the language, well, to landlubbers it sounded pretty bad, but to a sailor it was his everyday language. Defendant was a French Canadian and more excitable than an ordinary home-born Britisher. But there was no doubt at all that Mr. Faithfull was a very excitable person. One had only to see him in Court to realize that; even if he did not know it himself. In some cases he was extremely aggressive. Both men were rather excitable, and he thought Mr. Faithfull ought to have allowed the matter to pass over without bringing it into Court. He asked for the case to be dismissed.

His Worship thought that both the parties had tried to give a fair version of what had taken place, and there was no doubt that both were extremely excited. But he thought that Captain Hudson had used more bad language than was justified by the provocation received. He would impose a fine of \$5.

DAIRY FARM NEWS.

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COMPANY REPORT.

Shanghai Cotton Manufacturing Co., Ltd.

Messrs. Benjamin and Potts advise us that the Shanghai Cotton Manufacturing Co., Ltd., has declared a dividend of six taels for year ending June 30, 1917. The 68,722 have been written off as depreciation upon buildings, spinning and weaving machinery, plant and furniture, The 100,000 placed to Reserve for renewals and repairs, and The 22,533 carried forward to new account.

CANTON NEWS.

Books Missing from German Bank.

Our Canton correspondent writes under date of September 6 as follows:—

When taking over the German Bank on the Shamen the staff of the China Bank found that three important books were missing. It appears that a German named Colermann (?) had previously taken them away and refused to give them up when asked to do so. A case was brought against him in the High Civil Court, but he did not appear on the day fixed for the hearing. The Superintendent of Police has sent a representative to see the British Consul as to whether he can suggest any way to have the man arrested.

Li Jo-hon, the newly-appointed Civil Governor, has declared that as soon as the affairs in his office are settled he will arrange with the Tuchun to have all the troops stationed on the outskirts of the city in order to calm the excitement of the people.

It is reported that the Tuchun and the new Governor are on good terms and in complete harmony in regard to the management of the situation.

Although Luk Wing-ting has refused to accept the appointment of Second Generalissimo, the members of the special Parliament have decided to persuade him to do so. The Speaker and four M.P.'s have taken the documents and seal to Nanning for that purpose.

YOUR HEALTH AND APPEARANCE.

both suffer if you are a victim of constipation. The remedy is

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Consignees of Cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Wednesday, 12th inst., at 10 a.m.

All claims must be presented within a month of the steamer's arrival here, after which they cannot be recognized.

No claims will be admitted after the goods have left the Godowns and all goods remaining undelivered after 13th inst. will be subject to rent.

No Fire Insurance whatever will be effected.

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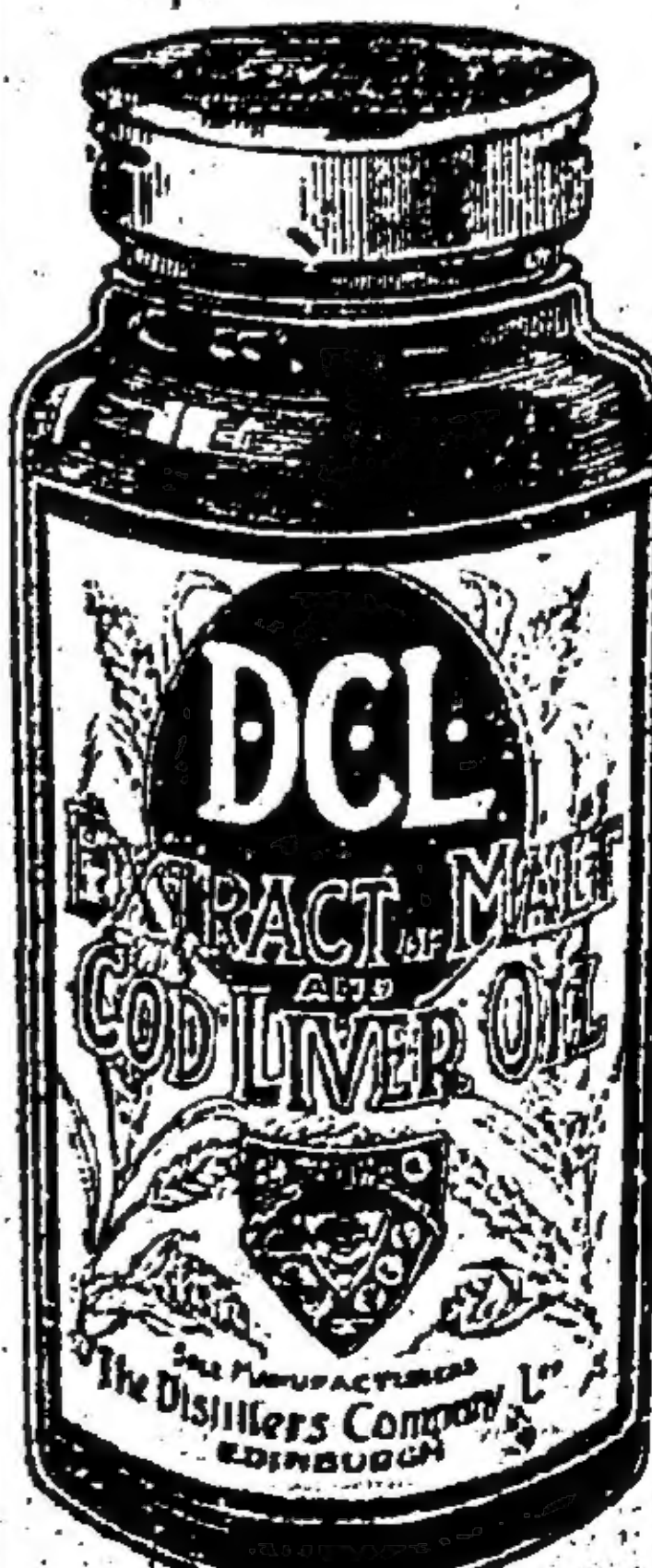
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VICTORIA, B.U. & SEATTLE via Kailong, Shanghai, Moji, Kobe, Yokohama, Shimizu & Yokohama	Sinaba Maru Capt. Higo T. 12,500	(MON., 8th Oct., at noon)
SHANGHAI, Kobe and Yokohama	Kirin Maru Capt. Sasaki T. 8,030	(THURSDAY, 12th Sept., at noon)
SHANGHAI, Kobe and Yokohama	Fushimi Maru Capt. Irizawa T. 21,000	(SATUR., 22nd Sept., at 11 a.m.)
SHANGHAI, Kobe and Yokohama	Hirano Maru Capt. Frase T. 16,000	(TUES., 25th Sept., at 11 a.m.)
SHANGHAI, Kobe and Yokohama	Kaga Maru Capt. Komatsubara T. 12,500	(SATUR., 10th Oct., at 11 a.m.)
Kobe	Nikko Maru Capt. Takeda T. 9,600	(SUN., 23rd Sept., at 11 a.m.)
Kobe	Totomi Maru Capt. Kamada T. 8,030	(SUNDAY, 9th Sept., at noon)
Kobe	Rangoon Maru Capt. Gotō T. 8,030	(SATURDAY, 12th Sept., at noon)

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SHANGHAI	Chenan	11th Sept. at 4 p.m.
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DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for first Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOOSHOW AND RETURN.

(Occasionally 10 to 15 days.)

Steamships. Captain. Leaving.

Haitan ... A. E. Hodgkins ... FRI. 7th Sept. at noon.

Haihong ... J. W. Evans ... FRI. 14th Sept. at noon.

FOR SWATOW.

Arrivals and Departures from the Company's Wharf (near

Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

INDO-CHINA STEAM

NAVIGATION CO., LTD.

(Projected Sailings from Hongkong—Subject to Alteration).

For	Steamship	On
MANILA	Yuensang	Sat., 8th Sept. at 3 p.m.
SHANGHAI via Swatow	Wingsang	Sun., 9th Sept. at d'light.
HAIPHONG	Taksang	Sun., 9th Sept. at 7 a.m.
SHANGHAI	Wosang	Thur., 13th Sept. at d'light.
MANILA	Loongsang	Sat., 15th Sept. at 3 p.m.
TIENSIN	Chipsang	Sun., 16th Sept. at d'light.

CALCUTTA LINE.—Three sailings per month from Hongkong to Calcutta calling at Singapore and Penang.

Returning from Calcutta steamers proceed to Kobe and Moji, frequently calling at Shanghai.

These steamers have excellent passenger accommodation, are fitted with Electric Light and carry a fully qualified surgeon. This line is temporarily discontinued owing to the war. Particulars on application.

HANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and the up tickets can be obtained for Northern and Yangtze Ports via Shanghai.

Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hanoi when convenient.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kuala, Jesselton, Labuan, Tawau and Lahad Datta.

TIENSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin calling at Weihaiwei and Chiao.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE, MATHESON & CO., LTD.

Telephone No. 215.

General Managers.

COMMERCIAL NEWS.

New Sugar Company.

Mr. Hiraoka Teitaro, formerly Governor of Hokkaido, and a dozen business men are engaged in the flotation of a sugar company with a capital of ¥6,000,000. It will be known as the Nanyo Seito Kabushiki Kaisha, its object being to manufacture sugar from cane grown in the Nanyo, or the South Sea. Mr. Hiraoka is leaving for the South Seas, accompanied by a representative of Messrs. Suzuki & Co. to make a final arrangement of matters relating to the projected enterprise.

Bank of Japan.

On the 18th ultimo a general meeting of shareholders of the Bank of Japan was held, presided over by Viscount Mishima, the President of the bank. The meeting passed the following statement of accounts for the last term:-

Net profit..... ¥2,950,844

Brought forward..... 1,741,013

Total..... ¥4,691,857

To dividend, 6 per cent. 1,155,000

Extra dividend, 6 per cent. 1,155,000

Reserves..... 500,000

Rise against Depreciation of property..... 10,000

Bonus and social expenses..... 182,000

Carried forward..... 1,741,857

The Sugar Market.

The sugar market in this country, says the "Japan Chronicle," has been very firm owing to increased exports, and a further advance in prices is expected. The Dai Nippon Sugar Company has raised the price of refined sugar to ¥23.50. This is quite high compared with the figures at which actual business is known to be concluded elsewhere, which are a little short of ¥5. The other day Messrs. Suzuki & Co. exported 4,500 tons to Vancouver; and a further export of 6,000 tons has been concluded by a certain firm.

Exports to China also continue brisk. On the other hand, the domestic consumption shows an increase of about 10 per cent. over last year, and it is estimated that this year's total consumption at home will amount to about 3,400,000 piculs, while the quantity earmarked for the purpose by the sugar companies is no more than 3,000,000 piculs.

There is a me quantity brought forward from last year, yet it is believed that the demand will be in excess. Moreover, there are prospects of a further increase in exports, with the high price of foreign sugar and the expected American prohibition of the export of sugar. In the circumstances, a further advance in the domestic market seems inevitable.

The U.S. Control of Iron and Steel.

The association formed by the shipbuilders, shipping men, and others interested to agitate for the withdrawal of the American embargo on iron and steel in regard to supplies for Japan, has addressed the following telegraphic memorial to President Wilson and Mr. Lansing, the Secretary of State, under date of the 18th ultimo:—"Japan's requirements of iron and steel represent only a very tiny portion of the output in the United States. On the other hand, the American prohibition of the export of iron and steel means a great blow to Japan's industry. As a result, Japan may be compelled to refrain from fulfilling her desire of placing some of her vessels at the disposal of the Allies, thus leading to a reduction of the transport capacity. Moreover, workshops in Japan will have to be closed down, throwing tens of thousands of men out of work. It is to be feared that this state of things would have a harmful effect on the friendship between the United States and Japan. We hope most earnestly that your Excellency will see to it that Japan is favoured with immunity from the embargo." Similar telegrams have also been addressed to the Chambers of Commerce in New York, Chicago, San Francisco, Washington, and in other principal cities, and also to Mr. Gray, Chairman of the U.S. Steel Corporation.

Trawler's Fight with Seaplanes.

The Secretary of the Admiralty made the following announcement recently:—"The Commander, Liverpool, reports that on July 9 one of H.M. armed trawlers, Iseland, Lieutenant P. Douglas, R.N.R., in command, destroyed two enemy seaplanes, and brought four prisoners back into port."

THE HONGKONG STEEL FOUNDRY COMPANY, LIMITED.

PROSPECTUS

學

Date: this 22nd day of August, 1917.

.. .. . Auditor.

NOTE: This receipt when returned to the applicant must be preserved, and if accompanied by receipt for the amount due on allotment, will be exchanged in due course for a certificate.

The Government to-day loaned Great Britain and France a hundred million dollars each.

The Department of Justice is enquiring into the seditious intonances of German-American newspapers and also Pacifist and other societies. Prosecutions are probable.

Monday 10th Sept.—5.30 p.m.
Right Half Company (formerly
Belchers 6" Section) at Belchers
Battery. Range Takers' class only.
Left Half Company (formerly
Artillery Battery) at Belchers
Battery. Range Takers only.

<p>F.E.T. (Grouping). Dress, drill Order without rifles. 5.00 p.m. Members of the Corps formerly in No. 7 Platoon "B" Coy H.K.V.R. at Kennedy Road Bang Hunder 2nd Lieut. F. H. Thomas.</p>	<p>F.E.T. (Grouping). Dress, drill Order without rifles. 5.00 p.m. Members of the Corps formerly in No. 7 Platoon "B" Coy H.K.V.R. at Kennedy Road Bang Hunder 2nd Lieut. F. H. Thomas.</p>
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No. 3 duty Sept. 18th, "A" Coy.
No. 3 Platoon: (formerly Right
Sec. M. G. Co.); On duty Sept.
17th, "A" Coy.; No. 4 Platoon
(formerly Left Sec. M. G. Co. &
Civil Service Coy.); On duty
Sept. 18th, Machine Gun Com-
pany (formerly Centre Sec. M. G.
Co.); On duty Sept. 19th and
20th, "A" Coy. Nos. 1 and 2
Platoons (formerly Scouts Co.);
On duty Sept. 21st, "A" Coy., No.
1 Platoon (formerly Right Sec.
M. G. Co.); On duty Sept. 22nd,
"A" Coy., No. 4 Platoon (former-
ly Left Sec. M. G. Co.) and
Civil Service Coy. Orderly
Duties from 16th to 22nd Sept.,
1918. F. H. B.

GENERAL SHIPPING NEWS

New Shipping Companies.

As already mentioned, there have lately been a rapid appearance of new shipping companies in this country, more especially in Kobe, some of them being floated by promoters who are themselves large owners. Referring to this mushroom growth of shipping companies, the *Jiji* says it is understood that one of the reasons is fear of a decline in the value of vessels. In view of the present high price of hulls, some ship-owners desire to change the older of their vessels for cash, but fear that this will cause the value of hulls generally to fall. They are not to be thwarted in the way of making money. They have conceived the idea, our Japanese contemporary says, of organizing a new steamship company with the double object of forcing their old and ramshackle ships on the new company at a heavy price and of grabbing a handsome profit by inviting public subscriptions to the capital at a high premium, taking advantage of the general craze for shipping business. — *Japan Chronicle*.

Japan's Shipbuilding Capacity.

In view of the agitation of shipbuilders in this country over the American prohibition of ordinary exports of iron and steel, some interest attaches to a survey of Japan's present capacity for shipbuilding. Before the war there were only six or seven shipbuilding companies in Japan which had stocks available for the construction of vessels of over 1,000 tons. The number of such shipbuilding yards, however, has now increased to about thirty. Japan's shipbuilding industry having undergone a great development thanks to the effects of the war. The following table shows, according to the latest investigations, the shipbuilding capacity in this country which have stocks for building vessels of over 1,000 tons:—

Company.	Number of Stocks.
Ishikawazuma Zosenkai	3
Asano Zosenkai	7
Kobe Yard of Asano Zosenkai	4
Yokohama Dock Kaisha	2
Yokohama Ironworks	2
Tokai Dock Kaisha	5
Toba Zosenkai	3
Otsuka Ironworks (at Sakurabim)	7
Otsuka Ironworks (at Ino-shima)	6
Fuji Nagata Zosenkai	3
Mitsui Ironworks	2
Ono Zosenkai	3
Harata Zosenkai	5
Otsuka Tekko Zosenkai	5
Kinokuniya Zosenkai	2
Hara Zosenkai	2
Otsuka Zosenkai	1
Namata Zosenkai	3
Matsuda Zosenkai	3
Asahi Zosenkai	1
Otsuka Yogyo Zosenkai	1
Kawasaki Dockyards	5
Mitsubishi (Kobe)	2
Mitsubishi (Nagasaki)	7
Fukagawa Zosenkai	5
Techiki Zosenkai	1
Total	94

*Projected.

Of the above dockyards, the Asano Zosenkai contemplates installing three more stocks, while the establishment of quite a number of new shipbuilding yards is projected by several large shipowners. The number of stocks for vessels of over 1,000 tons will, therefore, increase to at least 100 before the end of the year. The stocks above mentioned differ largely in size; some being of a 1,000-ton type, others of a 10,000-ton type. An expert states that their capacities average 4,000 tons and if adequate materials are available, Japan will be able to build 400,000 tons of shipping at a time, or about 800,000 tons a year, taking the time needed for the building of one steamer at six months. This is the outside estimate, however; a more reasonable estimate would be 800,000 tons, or about 1,000,000 tons deadweight a year, provided, as already stated, sufficient shipbuilding materials are procurable. This capacity, however, cannot be said to be a real one, for it depends upon supplies of materials from abroad. There are about 50 vessels, aggregating about 200,000 tons, now building at the various dockyards in this country. Their fate, as well as

the fate of vessels to be newly built, rests upon supplies of materials from the United States, except, perhaps, in some cases where the necessary materials have already been secured.

Seamen and Income-Tax.

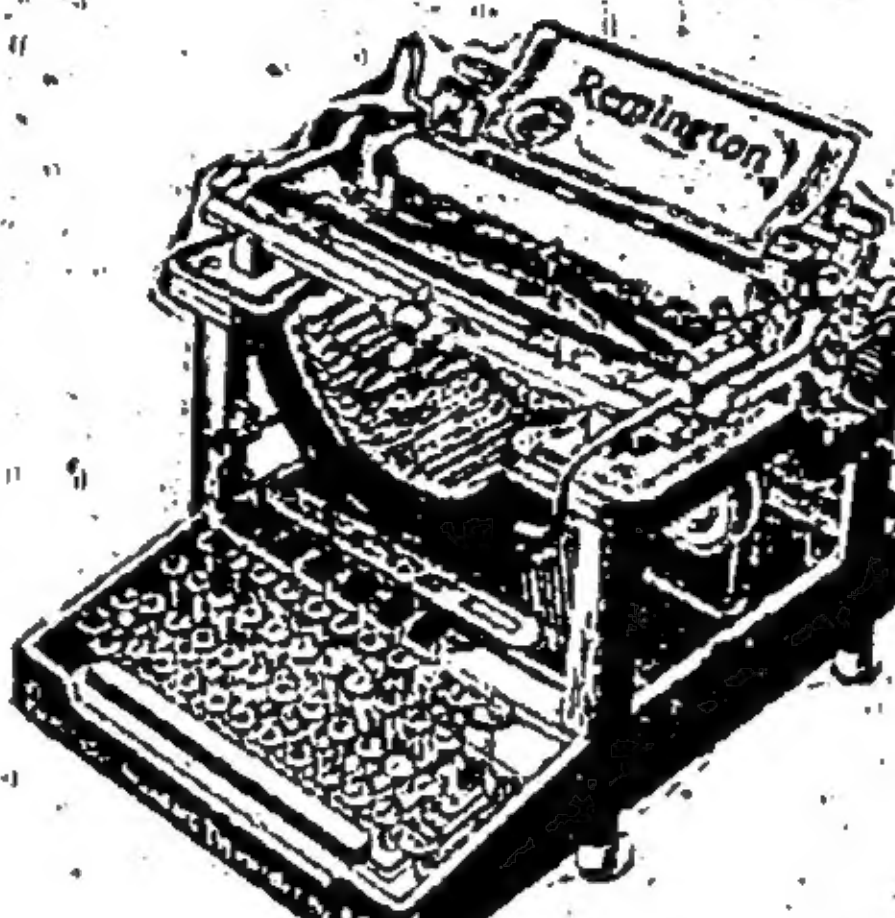
During the discussion on the Finance Bill, the Chancellor of the Exchequer moved the insertion of the following words in section 30, "And in calculating the earned income on which relief is to be given under this section the deductions required to be made from earned income under sub-section (2) of section 19 of the Finance Act, 1908, as amended by any other Act, shall not be made from the pay unless except in so far as the amount of those deductions exceeds the aggregate amount of the earned income other than the pay and of the unearned income, and the said section 30 as so amended shall apply to any person who during the current income tax year has served or serves for not less than three months as master or a member of the crew of any ship or fishing boat as it applies to any of the persons mentioned in that section." Mr. B. Holt said he did not see why the country should go out of its way to give a reduction of taxation to mercantile marine officers in preference to any other class of servants. The result of such a proceeding would be that the employer would reduce his wages bill, as had always been the case in cases of hotel or place where the servants got large sums of money by way of tips, they always found that their wages were reduced. If they wished to relieve a man they would not do it by this means, but they would only give relief to his employer. He wished to make the strongest possible protest against the idea that anybody should receive relief from taxation which would only have the result of benefiting the employer. All service ought to be rewarded in a proper manner, and all classes of taxpayers should be placed upon an equal basis. Mr. Peto remarked that the servant of the hon. member for Hexham would not be flattered by his comparing them with hotel waiters. The concessions which had already been extended to our soldiers and sailors ought to be extended to those excellent men in the mercantile marine, who had rendered such gallant services during the war. (Hear, hear.) He asked the Financial Secretary whether it would be possible to make subsection A of the new clause retrospective; it had been pointed out to him that since the concession was made that it had been attended by great hardships to men in receipt of small pay. He had received many letters on the subject, one from a lieutenant who had been invalided out of the service, who said that he had had to pay the full rate on his income, and that he had not benefited by the concession. The amendment was added to the Bill.

Salvage Problems After the War.

Some hundreds of merchant ships, torpedoed by German submarines during the three years' war, are now lying with their various cargoes at the bottom of the sea. Must they lie there for ever or can they be refloated, as Germany is reported to have refloated, and taken into Antwerp harbour, the German-Lloyd steamer *Gneisenau* which was sunk at the beginning of the war in the Scheldt? The question was put by a representative of the *Observer* to one of the best authorities on salvage, and his reply was that in many cases, if the labour was available, they, or at any rate their cargoes, could certainly be salvaged. His conviction was strengthened by many examples of salvage in pre-war times. There was the half a million in specie that was recovered from the *P. and O.* liner which went down in the Channel off Beachy Head, and the \$100,000 worth of copper taken from the *Slavonia* after she was wrecked in twelve fathoms of water in the Azores. As to ships themselves that have been salvaged, he recalled

the French transport (wrecked on a rock) which lay for six months under water and was able to steam away in less than three weeks after she was raised to the surface. There is the famous case, also, of the *Tilwanka*, a remarkable example of ship surgery, which was stranded on rocks, had to have the forward end cut off by dynamite, and a new part joined to the old, and is now, after twenty years' wear, practically as good as ever. The fact is that neither ships nor cargoes, except perishable materials and foodstuffs, deteriorate very much under water. The chief damage that a ship suffers is when she is only half submerged and the engines at low tide are left to dry in the wind. Usually, when a vessel that has been wrecked is being refloated, a barrel of oil is poured on the surface of the water in order to leave a deposit over the machinery. Repairs are quickly effected, and sections torn by rock or shattered by torpedo present no great difficulties in the work of salvage, for they can be completely replaced. Valuable as are the ships themselves that now lie at the bottom of the sea, the cargoes of cotton, rubber, wool, Manchester goods, iron goods, machinery, and so on are considered to be more valuable still. The question is—Can they be recovered? "In many cases, yes, they can," this authority repeated, "but at the present time it is all a matter of labour, and there is no labour to be had. In 99 cases out of every 100 you require divers, and divers, like other men, specialise in their work. A man accustomed to handling cargoes under water is worth four men who are diving for building piers and dock walls. There are few, if any, salvage divers left. What salvage labour and machinery there was has been taken by the Admiralty, who have appointed a special adviser, and are doing, it is believed, a great deal of valuable work. Nothing, therefore, can be done except what the Admiralty is doing until the end of the war. Then there will be possibilities for salvage work on a considerable scale, both in the North Sea and in some parts of the Channel. The North Sea is sufficiently shallow for diving for war vessels, but there would be no chance of salvaging vessels that are covered by more than eight or ten feet of water, because at a greater depth than this the decks will not stand the pressure. There are, however, a good many ships sunk in comparatively shallow water, which could be raised now if there were the men and the plant to do it. The legal rights of salvage are those between the persons who are prepared to save and the owners or underwriters. A salvage company, for example, knowing that a vessel with a cargo of wool or cotton has been sunk at a certain spot, will notify the underwriters that they are prepared to save the cargo and perhaps the ship, and they offer to do it. The question of the three-mile limit is not likely to arise. It depends on the terms of peace whether it will be possible for German companies to offer to save the British ships they have sunk, and upon the feeling of British underwriters whether

even if they were made they would consider them. There is no reason to suppose," it was added, "that Germany is better equipped for this work than we are. On the contrary, the best equipped salvage association in the world is that in Liverpool. Some of the German companies have more steamers, but they have not so large an amount of machinery. When the time is ripe, therefore, there is every reason to suppose that this country will save its own ships and their cargoes."



The touch of the Remington Visible models is a revelation to all operators, even to those who are most familiar with the light touch of former Remingtons.

These latest Remington models are triumphs of light touch and perfect action unrivaled in this respect among writing machines.

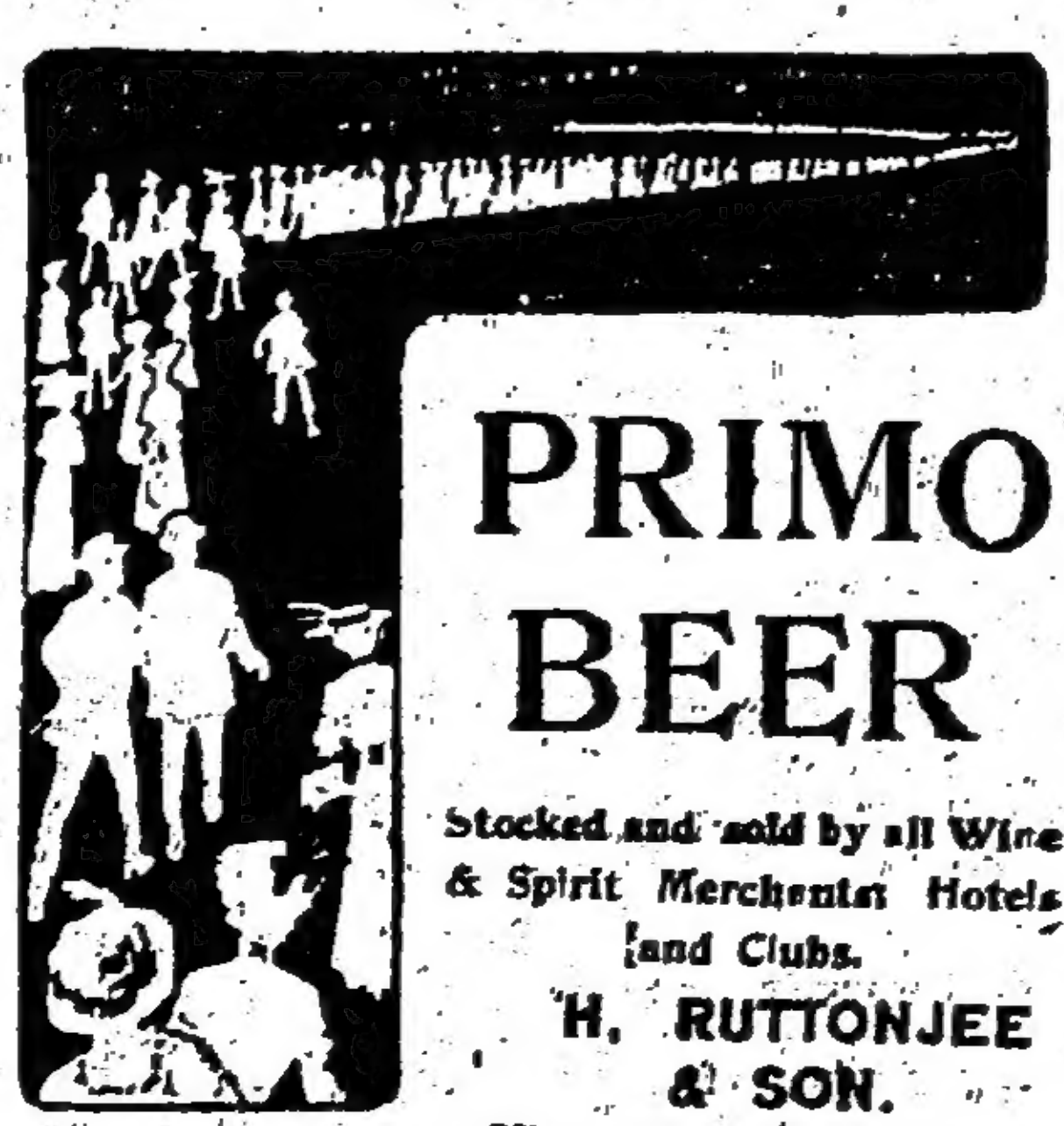
The superiority of the 10 and 11 Remingtons in touch and in speed is a matter of simple demonstration. Strike the keys of one of these Remingtons, note the light, staccato touch. Compare it with the touch of another machine.

Release the carriage and run it up and down the scale. Do the same with any other machine. Note the difference. Note the light running Remington carriage. Note in everything the superiority of the Remington.

The exquisite design and workmanship of these Visible Remingtons tell the story.

MUSTARD & CO.
SOLE AGENTS.

VISITING



HONGKONG SHARE REPORT.

SELLERS: SA—SALES;
B—BUYERS; N—NOMINAL.

OFFICIAL PRICES.

BANKS.
H. K. & S. Banks s. \$578
MARINE INSURANCES.
Canton s. \$320
North China s. 100
Unions s. \$790
Yanhsze s. ex 78 \$19

FIRE INSURANCES.
China Fires n. \$131
H. K. Fires n. \$300

SHIPPING.
Douglases n. \$81
Steamboats n. \$174
Indos (Def.) n. \$39
Indos (Pref.) n. \$35
Shells b. 108/6
Ferries n. \$29

REFINERIES.
Sugars n. \$92
Malabons n. \$29

MINING.
Kailans b. 40/-
Langkats n. 14
Raubis s. \$2.50
Tronohs n. 25/6
Urals n. 52/-
Oriental Cons. b. 28/-

DOCKS, WHARVES, GODOWNS, & C.
H. K. Wharves s. \$73
Kowloon Docks n. \$113
Shai Docks n. 178

LANDS, HOTELS AND BUILDINGS.
Centrals n. \$99
H. K. Hotels s. \$94
Land Invest. b. \$83
H. K. Ys Est. b. \$6
K'loon Lands n. \$33
Shai Lands b. 73
West Points b. 73
Reclamations n. \$113

COTTON MILLS.
Ewos s. 16/-
Kung Yiks b. 14
Shai Cottons n. 129
Yangtzeopos b. 5
Orientals b. 56

MISCELLANEOUS.
Borneos n. \$64
China Light & P. n. \$4.50
Providents b. \$74
Dairy Farms n. \$23
Green Islands n. \$7
H. K. Electrica s. \$484
H. K. Ice Co. n. \$149
Ropes n. \$264
Steel Foundries b. \$104
Trams, Low Level n. \$9
Trams, Peak, old s. \$9
Trams, Peak, new n. cts. 90
Laundries b. \$3
U. Waterboats n. \$13
Watsons n. \$6
Wm. Powells s. \$6.50
Morning Posts n. \$29

CORRECTED TO MONDAY FRIDAY SEPTEMBER 7, 1917.
BENJAMIN & POTTS.
Share and General Brokers.
Princes Building.
Tel. address: Broker.

EXCHANGE.

SELLING.
T/T Demand 3/2
Demand 3/2 1/2
30 d/s 3/2 1/2
60 d/s 3/2 1/2
T/T Shanghai 3/2 1/2
T/T Hongkong 3/2 1/2
T/T Japan 147 1/2
T/T India 147 1/2
Demand, India 147 1/2
T/T San Francisco 75 1/2
co & New York 75 1/2
T/T Java 180 1/2
T/T Manila 180 1/2
T/T Cebu 180 1/2
Demand, Paris 439

BUYING.
4 m/s. L/C 3/3 1/2
4 m/s. D/P 3/3 1/2
6 m/s. L/C 3/3 1/2
30 d/s. Sydney & Melbourne 3/3 1/2
30 d/s. San Francisco & New York 76 1/2
4 m/s. Marks 100
4 m/s. France 452 1/2
6 m/s. France 457 1/2
Demand, Germany 100
Demand, New York 75 1/2
T/T Bombay 100
Demand, Bombay 100
T/T Calcutta 100
Demand, Calcutta 100
Demand, Manila 151
Demand, Singapore 151 1/2
On Haiphong 5 1/2 prem.
On Saigon 5 1/2 prem.
On Bangkok 48 1/2
Sovereign 6.20 Nom.
Gold Leaf, per oz. 37.60
Bar Silver, per oz. 48 1/2

SUBSIDIARY COINS.
DISCOUNT PER \$100:
Chinese 20 cts. pieces 3 1/2 dis.
Chinese 10 " 3 1/2 dis.
Hongkong 20 cts. pieces 1 1/2 per.
Hongkong 10 " 1 1/2 per.

BANKS.

BANK OF CANTON, LIMITED.
HEAD OFFICE, HONGKONG

FOREIGN EXCHANGE and General Banking Business Transacted.

INTEREST ON FIXED DEPOSITS:
For 3 Months 3% per annum.
For 6 Months 4% per annum.
For 12 Months 4 1/2% per annum

LOOK POON SHAN, Chief Manager.

BANQUE INDUSTRIELLE DE CHINE.
行銀業實法中

Capital (1/2 Paid up) — France 45,000,000
(1/3 of the Capital subscribed by the Government of the Chinese Republic.)

Chairman of the Board of Directors: Andre Berthelot.
General Manager: A. J. Perrotte.

HEAD OFFICE: 74 Rue Saint Lazare, PARIS

BRANCHES: PEKING, SHANGHAI, TIENTSIN, HONGKONG, and SAIGON.

INCORPORATED BY ROYAL CHARTER 1904.

PAIDUP CAPITAL — £1,500,000
RESERVE FUND — £1,500,000

FOREIGN EXCHANGE and General Banking Business Transacted.

INTEREST ON CURRENT ACCOUNTS and Fixed Deposits: 1% per annum.

Every description of Banking and Exchange business transacted.

M. ROUET DE JOURNELL, Manager.

HONGKONG BRANCH: Queen's Building, Tel. No. 2352

5, Charter Road, Hongkong, 20th August, 1917.

NOTICES.

NOTICE.
PEAK TRAMWAY CO. LIMITED.

TIME TABLE.
1.00 A.M. to 1.00 P.M. Every 15 Min.
1.00 P.M. to 1.00 A.M. Every 15 Min.

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BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital — \$15,000,000
RESERVE FUNDS: \$15,000,000

STERLING: \$15,000,000
Silver: \$15,000,000

Reserve Liability of Proprietors — \$15,000,000

COURT OF DIRECTORS: Hon. Mr. J. H. Williams, Chairman

Hon. Mr. J. H. Williams, Chairman
Hon. Mr. J. H. Williams, Chairman

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